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information report

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COUNTRY

Czechoslovakia

DATE DISTR.

SUBJECT

The L-154 Jet Aircraft

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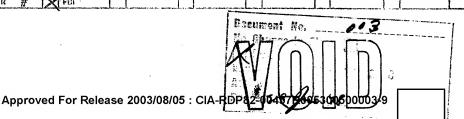
- The L-15h, a Caechoslovak jet propelled aircraft, was originally a German designed plane, based on their twin-engined Henschel night fighter and Arado types, and was intended to be a counterpart of the Mosquito. Because the Germans dispersed their aircraft factories, the Czechoslovaks were never able to find a prototype or a whole set of plans for this plane. Little by little they found parts and blueprints and the first prototype of the L-15h was finally assembled by them late in 1949.
- 2. On one of the prototypes two German-made jet units, model OOk, were mounted, and on the other two Daimler-Benz 2,200 HP engines were mounted. Test flights were begun in December 1949 at Zatec (Samz -N51/F 10) airfield and are still going on, only a few tests having been held during the winter months.
- 3. The speed of the plane in "ground ceiling" is 500 km per hour. It has not yet been decided by the Ministry of National Defense whether the plane will be put on a mass production basis. This is reported to be impossible because the Rudy Letov plant at Prague-Letnany (051/L 89), where the plane has been assembled, has neither enough machinery nor trained personnel to turn out the ship in large quantities. It is likely that the Czechoslovaks will concentrate on assembling German parts of this model as they did with the Mo-262.
- 4. The German OO4 jet engine has a 3,500 pound thrust, about half that of the British Nene jet engine.
- 5. A new type of jet engine has been under construction since 1948 at Brnenske Strojarny (Brno Armaments dorks) and is based on the OOh, American, and British jet models.
- 6. The L-15h will be equipped with radar, radio equipment, and will carry four nose guns. The caliber and placement of the weapons depend upon tests now being run.

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- 7. The fuselage is two or three meters longer than the Mosquito and the wing span is slightly shorter than that of the Mosquito.
- 8. The Rudy Letov Works existed before World War II as a stateowned aircraft factory run by the army. During the war the
 Germans used it as part of their "mosaic pattern" of dispersed
 aircraft factories. After the war the Communists organized
 the plant and succeeded in changing its name to Rudy Letov
 (Red Letov). As a result, the plant now enjoys a favored position in the eyes of the party, is given special privileges, and
 entrusted with secret missions, in spite of its low efficiency and
 output. Nevertheless, Czechoslovak Air Force planes, such as the
 Ia, Pe-2, and the II-2, are repaired only at the Letov plant. A
 total of 10 Me-262's were assembled here.

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Comment:

The original Czech reads - "Předpokladem bylo, že L-154 má dosáhnouti vychlost 500 km/hod. v přizemních výškách."